



Montana Wing Observer

HAPPY BIRTHDAY, CIVIL AIR PATROL

This Thursday marks the 64th birthday of Civil Air Patrol. CAP was established on December 1, 1941, just days before the Japanese attacked Pearl Harbor. The CAP insignia, a red three-bladed propeller in the Civil Defense white-triangle-in-blue-circle (see emblem above), began appearing on private aircraft everywhere. CAP initially planned only on liaison and reconnaissance flying, but the civilian group's mission expanded when German submarines began to prey on American ships off the coast of the United States and CAP planes began carrying bombs and depth charges. A CAP crew first interrupted a sub attack on a flight out of Rehoboth Beach, saving a tanker off Cape May, N.J. Since radio calls for military bombers were often unproductive, unarmed CAP fliers dived in mock attacks to force subs to break and run.

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DRAFT OF PROPOSED CHANGES TO CAP CADET PROGRAM NOW AVAILABLE FOR REVIEW

NATIONAL BOARDS TO RATIFY CADET PROGRAM CHANGES

*An important agenda item during the upcoming National Boards is ratification of a number of proposed changes to the Civil Air Patrol Cadet Program. Reader-friendly regulation improvements and updates, as well as a general reorganization of the regulation, should improve usability. The Winter National Boards are scheduled for 3-4 March, 2006, in Washington, D.C. The draft of the updated CAPR 52-16, **Cadet Program Management**, and the associated **Summary and Rationale**, may be reviewed online at:*

http://level2.cap.gov/visitors/member_services/publications/regulations_for_ratification.cfm

Revised Mission Statement The proposed rewording of the CAP Cadet program mission statement is: To develop young people into responsible citizens and aerospace leaders.

Clarification of TLC Program The scope and goals of the optional Training Leaders of Cadets Program is described.

Safety on Obstacle Courses In order to reduce accidents, a preliminary walk-through of obstacle or confidence courses would be required.

Naming Phase III and IV Achievements After Aerospace Pioneers Rather than current Phase Names that reflect Staff Duty Assignments, the renaming would promote further recognition of aerospace heritage.

Separation Between Achievements and Milestone Awards The minimum time between achievements and milestone awards would be standardized at 60 days.

Challenge Option This would allow cadets aged 16 or older to complete achievements as often as every 30 days, up to the Mitchell Award.

Milestone Award Exams At every Milestone, test cadets on what they learned during the preceding phase.

Physical Fitness This proposal would incorporate the run-plus-two-out-of-three into CAPR 52-16. Require Phase I participation, although no standards would be imposed.

Cadet Program Leadership Expectations Expected leadership skills are defined.

SDA Program No longer require Staff Duty Analysis Program, as it is redundant.

Integrate AE into Achievement I A simple, hands-on aerospace activity would be added.

Tap cadets' AE knowledge, leadership skills to bring aerospace education to the public. This proposal would involve Wright, Earhart, and Eaker cadets.

Aerospace Career Explorations This proposal would integrate AE career exploration activities into the AE program.

Changes in Moral Leadership Program The proposed name for the program is Character Development; changes would affect leadership, recording, and participation requirements.

Members may submit input through their chain of command until January 8, 2006. Wing Commander Col. Jan Van Hoven will be representing Montana Wing at the Winter Boards. Changes that are ratified at the Winter Boards normally move into implementation as soon as practicable.



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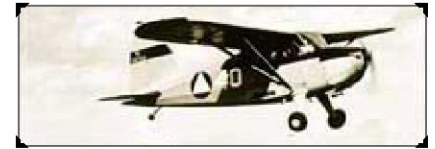
Happy Birthday, Civil Air Patrol

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A German commander later confirmed that coastal U-boat operations were withdrawn from the United States "because of those damned little red and yellow airplanes." In all, CAP flew a half-million hours during the war, and 64 CAP aviators lost their lives in the line of duty. The U.S. Air Force was created as an independent armed service in 1947, and CAP was designated as its official civilian auxiliary the following year.

As Civil Air Patrol enters its sixty-fifth year of service, Montana Wing begins a year-long history project. We will be looking for stories from long-time members who were on the scene in earlier days, laying the foundation for the Civil Air Patrol we know today. There will be a series of Montana Wing Civil Air Patrol history articles in the coming year's Wingspan. The first article, by Col. William Hewitt, will appear in the Winter issue, out in December. Col. Hewitt has been involved with Civil Air Patrol since its first decade. Some current members may have memorabilia they would be willing to display, and we are always looking for first-person "I was there" stories. Photographs and albums, many of them stored at the Malmstrom AFB

Montana Wing offices, await the task of identification and cataloguing. We plan to assemble a traveling CAP history exhibit, which should be "ready to go" by our sixty-fifth birthday. Members who would like to volunteer for this important work should contact the MT Wing Public Affairs Officer. (see page 1)



PILOT CONTINUATION TRAINING IN BILLINGS

Story and photo by Maj. Steven Heffel, Beartooth Composite Squadron PAO

BILLINGS, MT-- On Saturday, November 19, seventeen CAP members and one FAA Safety Inspector met at the Armed Forces Reserve Center in Billings for annual CAP Pilot Continuation Training. PCT is organized and conducted by Montana Wing HQ in its ongoing effort to maintain operational readiness in Montana Wing as required by National Headquarters-CAP. Major Robert Burns of Beartooth Composite Squadron, Billings, was lead instructor for the PCT. Maj. Burns, who is Montana Wing Director of Emergency Services, is a certified flight instructor (CFI) and also has many years of CAP Mission Pilot experience. During the ground school portion of the PCT, Major Burns lectured on operational risk management, aviation weather flight planning, and CAP Regulation 60-1. Senior Member Sage Olson, also of Beartooth Composite Squadron, taught cockpit resource management and take-offs and landing of light aircraft at Montana's general aviation airports. SM Olson, who also served as a flight instructor at the PCT, is a CFI and holds an FAA airline transport pilot (ATP) certificate. FAA Safety Inspector Gerold Byrd, from the Helena Flight Standards District Office (FSDO), spoke on aircraft accidents and the FAA's Pilot Proficiency Program (AKA "Wings Program"). State Director Joe Macklin, of the USAF-CAP Liaison Office at Malmstrom AFB, Great Falls, also attended. CAP mission pilots and mission pilot trainees participating in the PCT included: Senior Members Albert Kincy and Cecil Bell; 2nd Lt. Bayard Rhoades; 1st Lt. Gene Erlandson; Capts. Betty Williams, Rich Johnson, Susan Tracy, and Paul Tweden; and Maj. Jim Davis. CAP Check Pilots included Major Robert Burns and SM Sage Olson. Participating CAP mission observers and mission observer trainees were: Cadet Philip Schmidt, 2nd Lt. Donald Crilly, Capt. Martin Surdahl, and Majs. Steve Heffel and Frank Stevens. Participants represented Central Montana Composite Squadron in Lewistown and Beartooth Composite Squadron in Billings. So far, three one-hour training flights have been conducted at the Billings Airport and seven more training flights must be conducted within 60 days of the PCT program in order for the mission pilots to receive credit for this emergency services training.



SM Cecil Bell of Roberts, Montana performs a pre-flight inspection on the Civil Air Patrol aircraft prior to his emergency services training flight at the Billings Airport on Saturday.